

Part I – General Information

In accordance with Section 56-5-1350 of the South Carolina Code of Laws, a tabulation and analysis of collision reports has been completed for the year 2001 as disclosed in this publication. The cost of printing this publication is on the last page.

The number of traffic fatalities decreased from 1,063 in 2000 to 1,060 in 2001, a 0.3% decrease. This is the fourth year in a row fatalities topped 1,000. The mileage death rate (MDR) decreased to 2.3 deaths per hundred million vehicle miles of travel.

Traffic fatalities are the most severe consequence of motor vehicle collisions, but even in non-fatal collisions, the cost in human suffering can be severe. There were 52,350 reported traffic injuries in 2001, down 2.6% from 2000.

Traffic collisions are responsible for hundreds of millions of dollars in economic losses to South Carolina each year. Economic losses as estimated in this publication include property damage, medical costs and lost productivity, but do not include intangible costs such as grief and suffering. In 2001, \$2.248 billion dollars in estimated losses were incurred which is a 4.7% increase over 2000.

What is responsible for the tragedy of motor vehicle collisions and what strategies can concerned individuals employ in the reduction of collisions in the future? On the following pages, statistics are presented which describe the characteristics, causes and effects of traffic collisions in South Carolina. It is hoped that this information will be useful to all persons interested in fostering a safer operating environment for motorists in South Carolina.

All collision statistics included in this publication are based on the Uniform Traffic Collision Reports (Form TR-310) received from investigating officers. By law, any collision that results in at least \$1,000 in total property damage, or results in injury or death and occurs on a public highway must be reported to the South Carolina Department of Public Safety on the appropriate form. If these collisions occur on private property or are reported on any form other than the TR-310, they are excluded.

The statistics contained in the South Carolina Traffic Collision Fact Book are based on the latest available information at the time that they were compiled. Due to the complex nature of the data, occasionally new information is received after the publication cut-off date. It is therefore possible that some discrepancies may exist between the data published here and other sources.

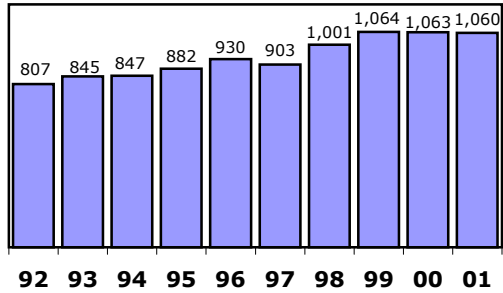
TRAFFIC COLLISION QUICK FACTS

	<u>2001</u>	<u>2000</u>	% CHANGE
FATAL COLLISIONS	962	948	1.5%
INJURY COLLISIONS	32,381	32,319	0.2%
PROPERTY DAMAGE ONLY COLLISIONS	66,822	70,936	-5.8%
TOTAL COLLISIONS	100,165	104,203	-3.9%
FATALITIES	1,060	1,063	-0.3%
NON-FATAL INJURIES	52,350	53,721	-2.6%
FATALITIES FROM COLLISIONS INVOLVING:			
TRUCK TRACTOR	89	105	-15.2%
MOTORCYCLE	75	86	-12.8%
BICYCLE	25	25	0.0%
PEDESTRIAN	110	83	32.5%
RAILWAY TRAIN	4	7	-42.9%
MOPED/OTHER MOTORIZED BIKE	12	1	1100.0%
SCHOOL BUS	5	3	66.7%
SUV	133	NA	NA
ECONOMIC LOSS	\$2,248,200,000	\$2,147,900,000	4.7%
VEHICLE MILES TRAVELED	45,558,000,000	45,083,000,000	1.1%
ROADWAY MILES	66,168	64,921	1.9%
MOTOR VEHICLE REGISTRATIONS	3,210,578	3,071,743	4.5%
LICENSED DRIVERS	2,855,690	2,850,194	0.2%
MILEAGE INJURY RATE	115	119	-3.4%
MILEAGE DEATH RATE*	2.3	2.4	-4.2%

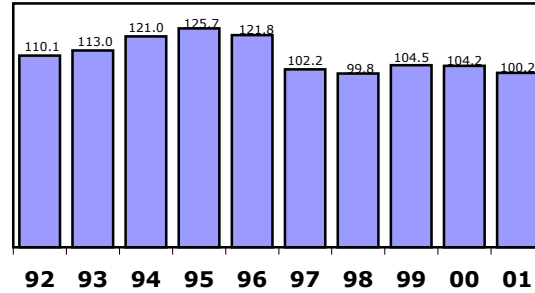
*Traffic Fatalities per 100 million vehicle miles of travel

TEN YEAR TRAFFIC TRENDS 1992-2001

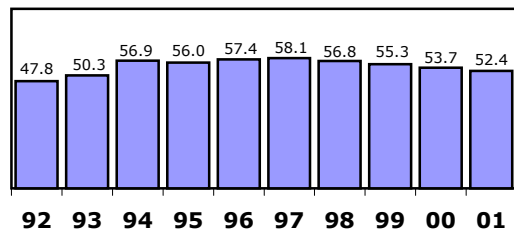
TRAFFIC FATALITIES
Number of Fatalities



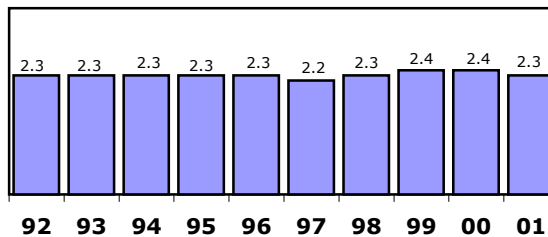
MOTOR VEHICLE COLLISIONS
Thousands of Collisions



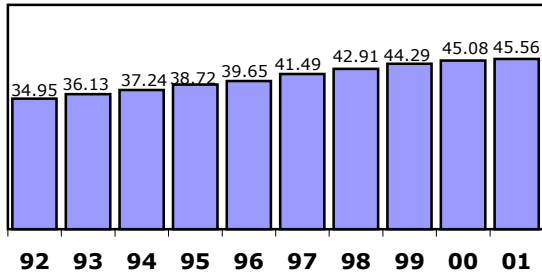
INJURIES
Thousands of Injuries



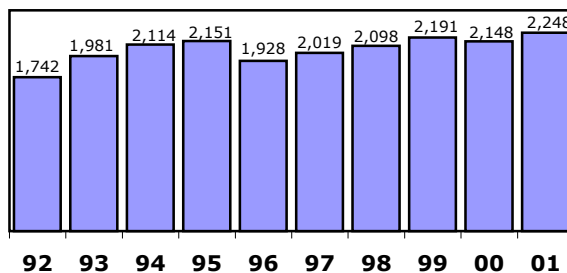
MILEAGE DEATH RATE
Deaths per 100 Million Vehicle Miles



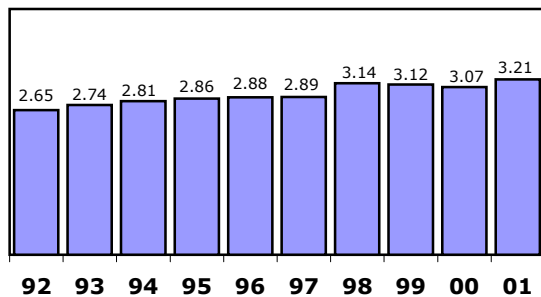
VEHICLE MILES TRAVELED
Billions of Miles



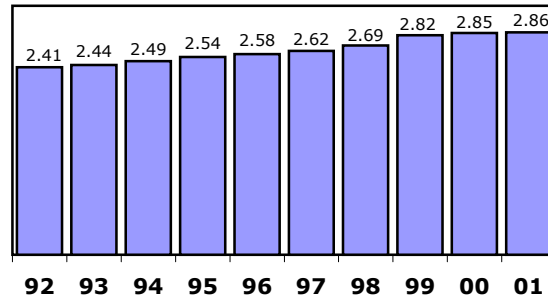
ECONOMIC LOSS
Millions of Dollars



MOTOR VEHICLE REGISTRATION
Millions of Vehicles



LICENSED DRIVERS
Millions of Drivers



TRAFFIC COLLISIONS, FATALITIES, NON-FATAL INJURES, MILEAGE DEATH RATE & VEHICLE MILES TRAVEL (1967 – 2001)

YEAR	COLLISIONS	FATALITIES	NON-FATAL INJURIES	MILEAGE DEATH RATE*	VEHICLE MILES OF TRAVEL**
1967	54,747	913	18,892	7.0	13,086
1968	58,197	997	21,459	7.0	14,191
1969	59,033	996	20,203	6.4	15,512
1970	67,808	1,033	19,864	6.2	16,558
1971	74,607	1,023	19,347	5.8	17,763
1972	81,525	1,099	20,283	5.6	19,472
1973	85,071	967	20,440	4.7	20,428
1974	76,986	873	18,863	4.4	20,012
1975	80,740	821	18,407	4.0	20,603
1976	86,944	820	21,201	3.7	21,961
1977	91,485	949	21,382	4.2	22,689
1978	97,880	898	23,223	3.7	24,254
1979	97,394	900	23,815	3.7	24,074
1980	91,016	859	22,599	3.8	22,658
1981	88,425	846	22,355	3.7	23,056
1982	88,798	730	23,019	3.0	24,222
1983	92,277	845	23,458	3.4	24,978
1984	102,617	915	28,135	3.5	25,900
1985	111,077	949	32,388	3.6	26,679
1986	116,573	1,059	34,689	3.7	28,247
1987	119,344	1,087	37,287	3.6	30,227
***1988	117,723	1,033	50,713	3.3	31,672
1989	123,252	996	49,905	3.0	32,781
1990	118,989	983	48,337	2.9	34,377
1991	110,780	890	47,472	2.6	34,452
1992	110,058	807	47,820	2.3	34,953
1993	112,983	845	50,348	2.3	36,126
1994	120,947	847	56,868	2.3	37,238
1995	125,694	882	56,008	2.3	38,723
****1996	121,791	930	57,387	2.3	39,646
1997	102,226	903	58,057	2.2	40,590
1998	99,817	1,001	56,801	2.3	42,912
1999	104,484	1,064	55,322	2.4	44,287
2000	104,203	1,063	53,721	2.4	45,083
2001	100,165	1,060	52,350	2.3	45,558
TOTALS	3,395,656	32,883	1,232,418	NA	994,968

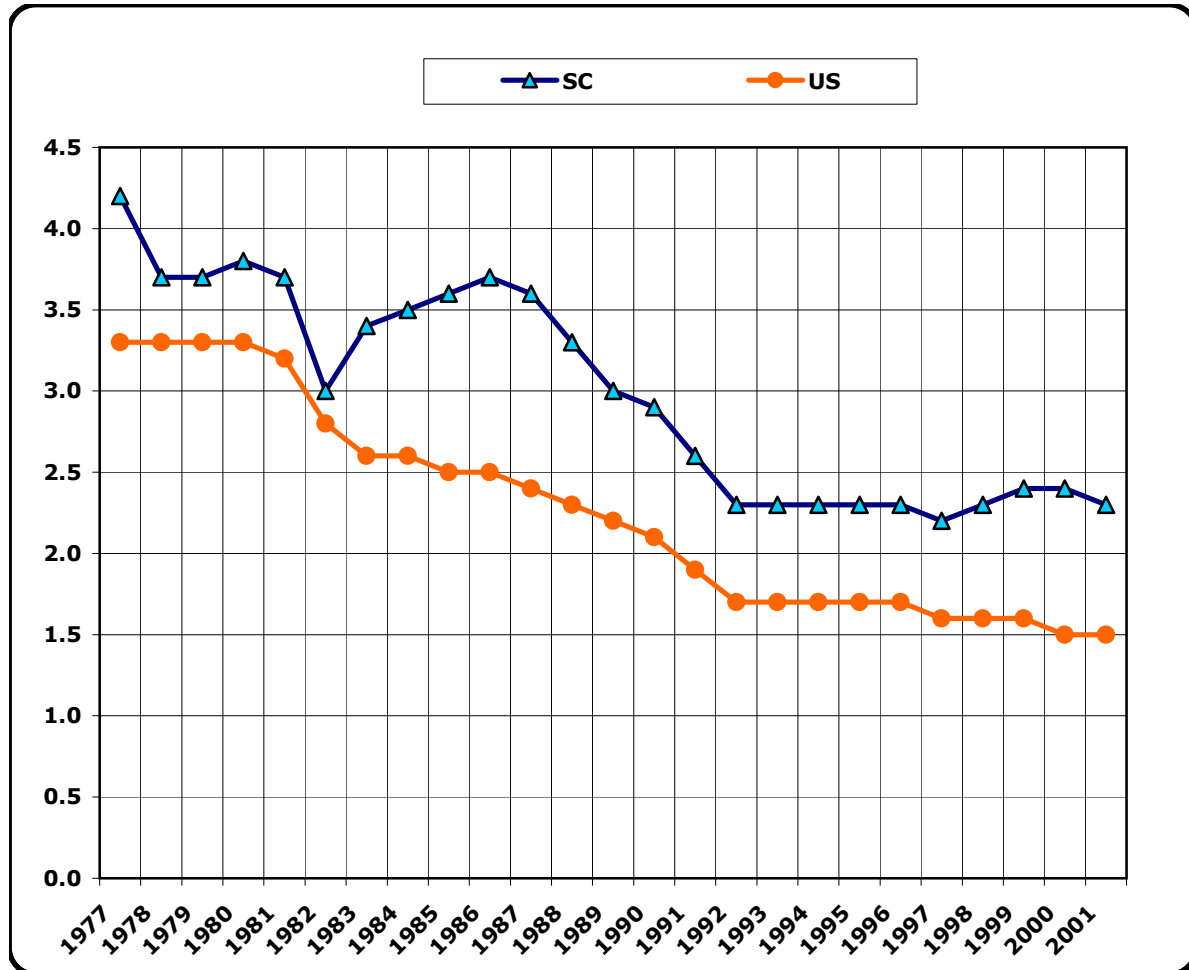
*Mileage Death Rate per 100 million vehicle miles of travel.

**Vehicle Miles of Travel in millions of miles.

***Due to a new reporting format, more 'possible injuries' were reported than in previous years.

****Reporting threshold changed midyear to \$1,000 from \$400.

MILEAGE DEATH RATE SOUTH CAROLINA vs. NATIONAL AVERAGE 1977-2001

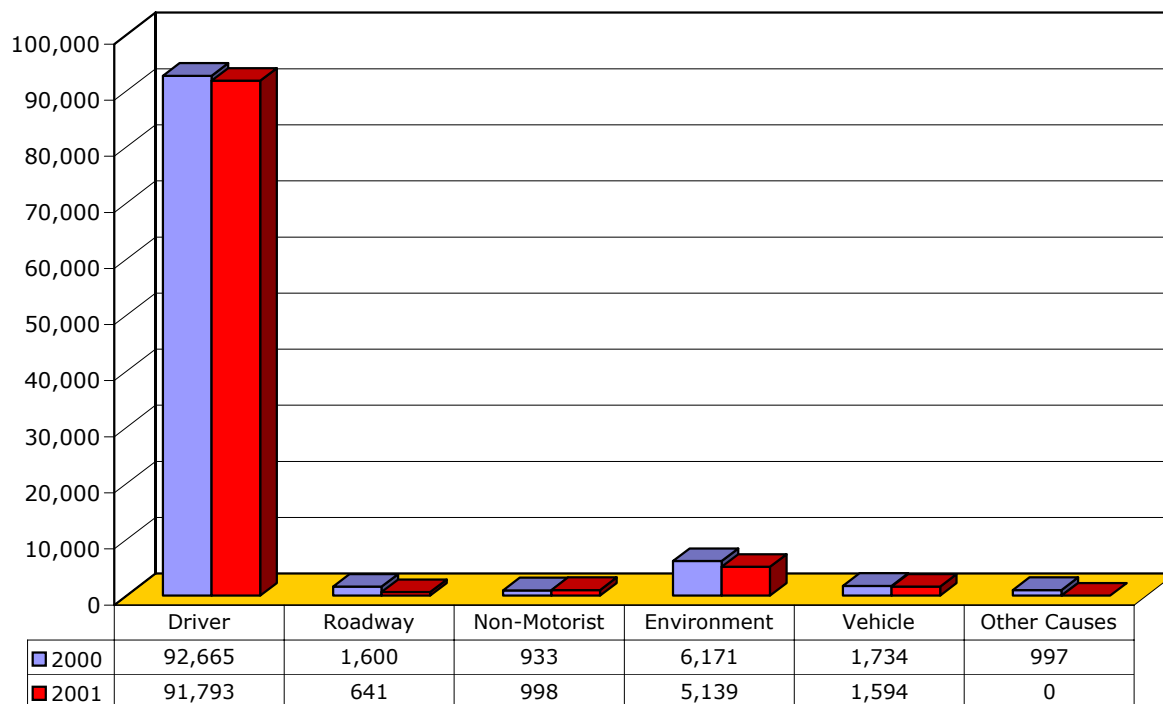


2001 U.S. data is estimated.

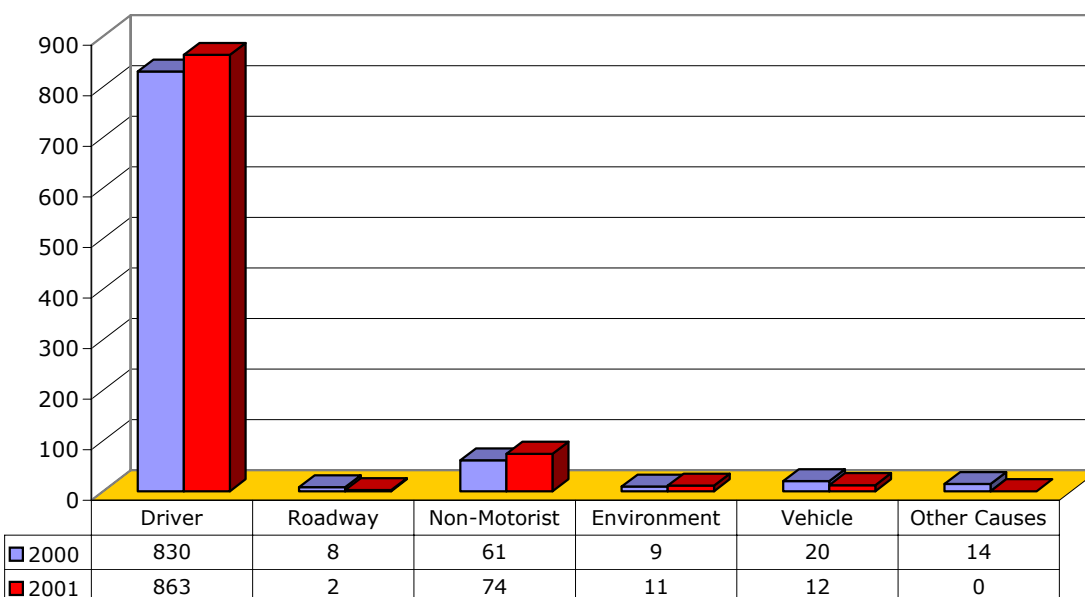
Source for U.S. data: Fatality Analysis Reporting System. (FARS)

South Carolina's mileage death rate, MDR, (defined as the number of traffic fatalities per 100 million vehicle miles of travel) shows a declining trend similar to the national trend. After five years of a MDR of 2.3 for the state it fell to an all time low of 2.2 in 1997. After 2 years at 2.4, the MDR fell to 2.3 in 2001.

ALL COLLISIONS BY PRIMARY CONTRIBUTING FACTORS



FATAL COLLISIONS BY PRIMARY CONTRIBUTING FACTORS

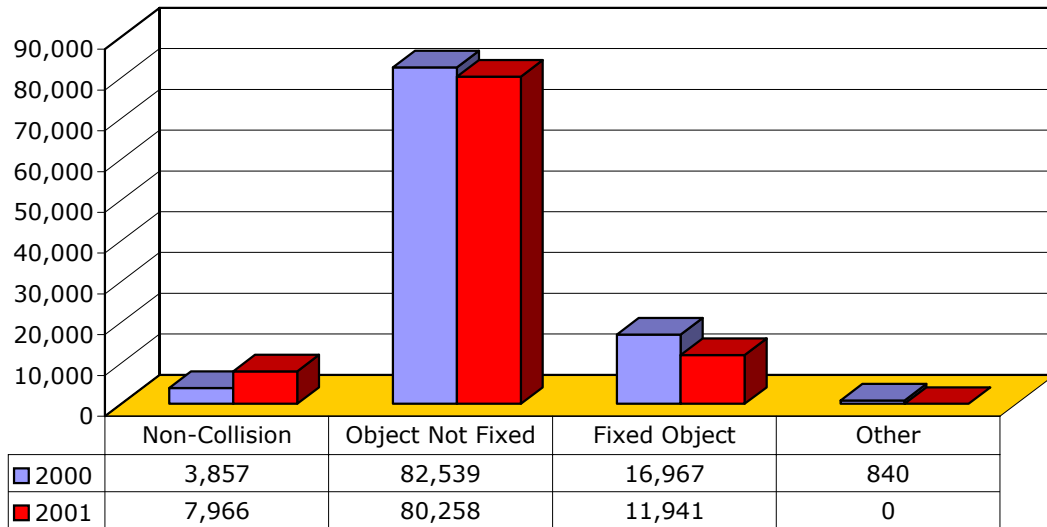


TRAFFIC COLLISIONS BY PRIMARY CONTRIBUTING FACTORS

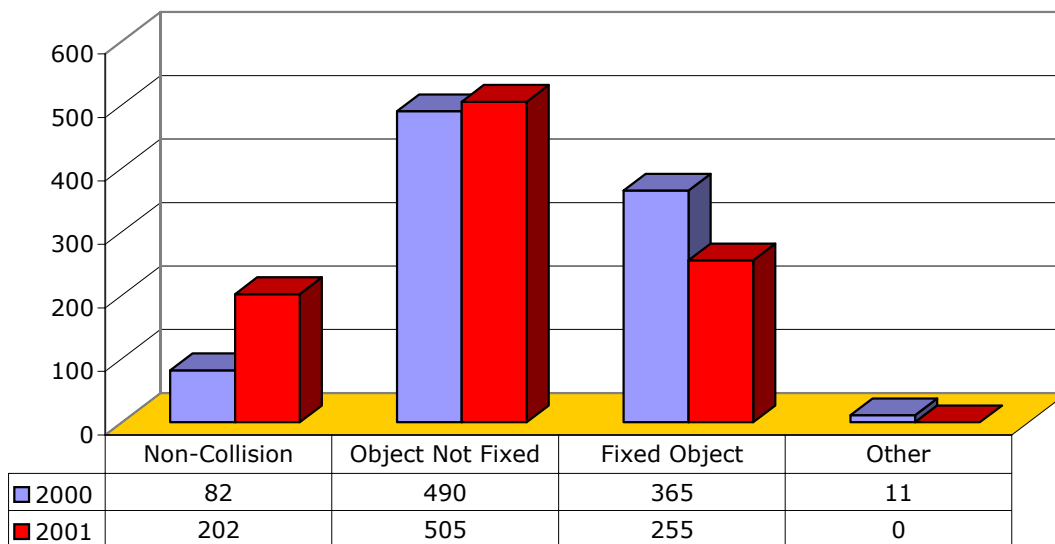
PRIMARY CONTRIBUTING FACTORS	COLLISION TYPE				PERSONS	
	Fatal	Injury	PDO*	Total	Killed	Injured
Disregarded Signs, Signals	51	2,472	3,418	5,941	56	4,525
Distracted / Inattention	34	3,473	8,358	11,865	36	5,432
Driving Too Fast for Conditions	138	6,979	14,167	21,284	150	10,855
Exceeded Authorized Speed Limit	86	383	446	915	101	660
Failed to Yield Right-of-Way	111	7,374	14,160	21,645	120	13,214
Ran Off Road	72	746	1,134	1,952	81	1,022
Fatigued/Asleep	27	434	513	974	30	632
Followed Too Closely	4	1,930	4,679	6,613	4	2,973
Made an Improper Turn	2	430	1,697	2,129	2	705
Medical Related	15	373	150	538	15	441
Aggressive Operation of Vehicle	34	354	562	950	38	571
Over-correcting/Over-steering	19	174	274	467	21	274
Swerving to Avoid Object	4	155	346	505	4	242
Wrong Side or Wrong Way	56	605	852	1,513	72	1,154
Under the Influence	147	2,185	1,817	4,149	158	3,333
Vision Obscured (within Unit)	1	34	123	158	1	53
Improper Lane Usage/Change	12	826	3,661	4,499	16	1,403
Cell Phone	0	0	0	0	0	0
Other Improper Action	12	725	2,708	3,445	12	1,081
Unknown	38	647	1,566	2,251	42	964
DRIVER SUBTOTAL	863	30,299	60,631	91,793	959	49,534
Debris	0	40	162	202	0	49
Non-Highway Work	0	1	3	4	0	1
Obstruction In Road	2	33	98	133	2	46
Road Surface Condition (I.e., Wet)	0	37	112	149	0	44
Rut, Holes, Bumps	0	15	12	27	0	17
Shoulders (None, Low, Soft, High)	0	1	6	7	0	1
Traffic Control Device (I.e., Missing)	0	8	15	23	0	21
Work Zone (Constr./Maint./Utility)	0	2	16	18	0	4
Worn Travel-Polished Surface	0	0	3	3	0	0
Other	0	20	55	75	0	31
ROADWAY SUBTOTAL	2	157	482	641	2	214
Inattentive	4	127	146	277	4	156
Lying &/or Illegally in Roadway	29	126	10	165	29	141
Not Visible (Dark Clothing)	14	26	5	45	14	30
Disregarded Sign/Signal	0	23	5	28	0	33
Improper Crossing	9	105	7	121	9	114
Darting	9	90	14	113	9	94
Wrong Side of Road	4	26	7	37	4	34
Other	3	59	74	136	3	67
Unknown	2	22	52	76	2	27
NON-MOTORIST SUBTOTAL	74	604	320	998	74	696
Animal in Road	7	701	3,911	4,619	7	924
Glare	1	50	73	124	1	72
Obstruction	0	20	78	98	0	32
Weather Condition	3	58	164	225	3	99
Other	0	21	52	73	0	35
Unknown	0	0	0	0	0	0
ENVIRONMENTAL SUBTOTAL	11	850	4,278	5,139	11	1,162
Brakes	1	165	303	469	1	264
Steering	0	29	61	90	0	44
Power Plant	0	10	42	52	0	15
Tires/Wheel	5	146	356	507	6	239
Lights	1	26	25	52	1	52
Signals	0	2	1	3	0	2
Windows/Shield	0	3	0	3	0	6
Restraint Systems	0	5	6	11	0	6
Truck Coupling	0	9	36	45	0	18
Cargo	2	24	100	126	3	30
Fuel System	0	6	11	17	0	6
Other	3	46	170	219	3	62
VEHICLE DEFECT SUBTOTAL	12	471	1,111	1,594	14	744
TOTALS	962	32,381	66,822	100,165	1,060	52,350

*Property Damage Only

ALL COLLISIONS BY FIRST HARMFUL EVENT



FATAL COLLISIONS BY FIRST HARMFUL EVENT



TRAFFIC COLLISIONS BY FIRST HARMFUL EVENT

FIRST HARMFUL EVENT (FHE)	COLLISION TYPE				PERSONS	
	Fatal	Injury	PDO*	Total	Killed	Injured
Overturn	0	0	0	0	0	0
Cargo/Equip Loss or Shift	2	37	123	162	2	52
Cross Median/Center	4	129	123	256	4	211
Downhill Runaway	0	4	16	20	0	5
Equipment Failure	2	66	138	206	3	113
Fire/Explosion	0	8	24	32	0	11
Immersion	2	10	20	32	4	22
Jackknife	0	16	65	81	0	22
Overturn/Rollover	73	959	814	1,846	77	1,427
Ran off Road Left	39	724	923	1,686	42	945
Ran off Road Right	69	1,214	1,607	2,890	73	1,666
Separation of Units	0	8	23	31	0	12
Spill (Two-Wheeled Vehicle)	4	138	21	163	4	161
Other Non-collision	5	175	205	385	5	230
Unknown Non-collision	2	57	117	176	2	92
NON-COLLISION SUBTOTAL	202	3,545	4,219	7,966	216	4,969
Animal (Deer Only)	3	263	3,058	3,324	3	324
Animal (All Other)	3	95	313	411	3	127
Motor Vehicle (In Transport)	386	20,040	44,495	64,921	440	34,875
Motor Vehicle (Stopped)	9	2,704	6,185	8,898	9	4,437
Motor Vehicle (Other Roadway)	6	233	403	642	9	418
Motor Vehicle (Parked)	1	122	641	764	1	170
Pedalcycle	18	238	17	273	18	256
Pedestrian	71	498	24	593	72	560
Railway Vehicle	4	18	11	33	4	26
Work Zone Maint. Equipment	0	7	21	28	0	10
Other Movable Object	4	75	251	330	5	104
Unknown Movable Object	0	6	35	41	0	7
OBJECT NOT FIXED SUBTOTAL	505	24,299	55,454	80,258	564	41,314
Bridge Overhead Structure	1	6	30	37	1	11
Bridge Parapet End	1	11	11	23	1	20
Bridge Pier or Abutment	2	14	22	38	4	26
Bridge Rail	5	70	124	199	5	92
Culvert	11	154	128	293	12	198
Curb	9	95	214	318	9	119
Ditch	41	1,187	1,776	3,004	46	1,559
Embankment	21	353	446	820	22	467
Equipment	1	14	21	36	1	18
Fence, Other Than Median	7	123	342	472	7	146
Guardrail End	5	44	93	142	5	60
Guardrail Face	3	134	344	481	3	181
Highway Traffic Sign Post	5	97	279	381	5	129
Impact Attenuator/Crash Cushion	0	12	12	24	0	14
Light/Luminaire Support	1	11	29	41	1	20
Mailbox	7	110	226	343	8	143
Median Barrier	2	93	303	398	2	123
Overhead Sign Support	0	3	8	11	0	4
Other (Post, Pole, Support, etc..)	9	97	229	335	10	131
Other (Wall, Building, Tunnel, etc..)	4	100	200	304	5	129
Tree	101	1,286	1,484	2,871	110	1,789
Utility Pole	15	367	447	829	18	484
Work Zone Maint. Equipment	1	5	12	18	2	10
Other	3	120	285	408	3	149
Unknown	0	31	84	115	0	45
FIXED OBJECTS SUBTOTAL	255	4,537	7,149	11,941	280	6,067
YEAR TOTALS	962	32,381	66,822	100,165	1,060	52,350

*Property Damage Only

PRIMARY CONTRIBUTING FACTOR

Some action (or inaction) by one or more of the drivers was cited as the primary contributing factor in 91,793 of the 100,165 reported traffic collisions in 2001. This accounted for 91.6% of all probable collision causes, a percentage slightly higher than the previous two years, 88.9% in 2000 and 89.6% in 1999. In fact, of the fifteen leading primary contributing factors, fourteen were driver-related. Environmental factors accounted for the next largest category of collision causes with 5,139 or 5.1% of the total. The vast majority of these (4,619) involved an "Animal in the Roadway," which was the fifth leading primary contributing factor overall with 4.6% of all collisions. The "Non-Motorist", "Road" and "Vehicle" categories together accounted for only 3.2% of all reported traffic collisions in 2001.

For fatal collisions in 2001, some type of driver error was considered the primary contributing factor in 863 of the 962 collisions, accounting for 89.7% of all collisions in which someone was killed. This percentage is slightly lower than that of all collisions which is 91.6%. The specific causes of fatal collisions were quite different from all collisions. The leading primary contributing factor of fatal collisions was "Driver Under the Influence" with 147 collisions (15.3%) and "Driving too Fast for Conditions" was a close second with 138 collisions (14.3%). The next leading causes were "Failed to Yield Right of Way," "Exceeded Speed Limit," and "Ran off Road" with 111, 86, and 72 (fatal collisions respectively). This percentage is up from 2000, when 14.3% of the fatal traffic collisions had a "Driver Under the Influence" as the primary contributing factor. This increase continues South Carolina's upward trend in alcohol related fatalities. The proportion of "Non-Motorist" (mostly "Pedestrian in Roadway") causes was much higher in fatal (7.7%) compared to property damage only collisions (0.3%).

FIRST HARMFUL EVENT

The first harmful event (FHE) in a traffic collision is defined by the National Safety Council as the first occurrence of injury or damage in a collision. In 2001, the FHE in 80,258 of the 100,165 reported traffic collisions (80.1%) involved some type of collision between a motor vehicle in transit and an object not fixed. The top two FHEs, both involving a collision with an object not fixed, were "Collision with Motor Vehicle in Transport," 64,921 (64.8%) and "Collision with Stopped Vehicle," 8,898 (8.9%). The third FHE was "Ditch" in the "Collision with Fixed Object" group, with 3,004 collisions (3.0%). Combined, these three accounted for more than 3/4 of all reported collisions.

"Collisions with an Object not Fixed" accounted for a substantially smaller percentage of the fatal collisions (52.5%) than the property damage only collisions (83.0%). Collisions involving a "Collision with a Fixed Object" accounted for a substantially greater percentage of the fatal collisions (26.5%) than for property damage only (10.7%). The leading FHE in fatal collisions was "Collision with Motor Vehicle in Transport" with 386 (40.1%); the second leading FHE in fatal collisions was "Collision with Tree" 101 (10.5%).